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TO WORK TOGETHER.

Leading Fishermen Join to Fight Brine Duty Order.

PROBABLE APPEAL TO COURTS

Mr. Willey Has a Conference with Secretary Shaw.

Boston fish importers and dealers will unite with those of New York and Philadelphia in a fight to the bitter end against the recent treasury order, assessing duty on the entire contents of an imported package of fish, including brine, salt, ice, etc. At the meeting of the trade in the rooms of the Boston Fish Bureau, yesterday, the entire matter was left in hands of a special committee, previously appointed, with full power.

Two steps were suggested. One is to appeal to the courts in the Port Townsend case—which is the one on which the original ruling in regard to fish was made; the other is to liquidate under protest a new case in Boston and carry the protest to the general board of appraisers for a hearing. Secretary Shaw and the board of appraisers declare that they have no power to reverse a ruling once made and that the trade can get relief only in one of the ways indicated.

Steps have already been taken to appeal the Port Townsend case, on the understanding that eastern fish dealers are to bear the expense. This is believed to be the better mode of procedure, as a reversal of the court's ruling would mean to the trade a rebate on all entries liquidated under that ruling.

The meeting yesterday was presided over by Leonard A. Treat, president of the fish bureau, who is one of the committee; the other members being George Willey and Charles W. Wrightington. Mr. Willey outlined what had

been done since the last meeting, telling of his visit to the board of appraisers and to Secretary Shaw.

"After hearing from Senator Lodge and Congressman Roberts that Secretary Shaw declared he had no power to do anything," said Mr. Willey, "I went to New York and saw Mr. Fisher of the general board of appraisers. He told me that under no circumstances could the board reverse any decision it had made, even though it were found to be a wrong one. However, he said they could try a new case, and if we would send one forward he would do all in his power to hurry it and give us an early hearing.

"I examined the records in the Port Townsend case and found there was no evidence offered in regard to it, so that no case of this kind has really ever been tried. Mr. Fisher's ruling was made following the one in regard to pickled limes, and no evidence was submitted to him indicating that there was any difference between limes and fish in this connection.

"I asked Mr. Fisher if there was absolutely no relief for us except through the courts. 'I don't say that,' he replied, 'I think the secretary of the treasury can annul his instructions to the collectors if he so desires.'

"I called upon the collector of the port of New York, and was informed that the order would be followed there in regard to all future importations and unliquidated entries, although the collector thought it was a farcial order. I then went to Washington, accompanied by a representative of the trade from New York, and another from Philadelphia, and saw Secretary Shaw.

"He told us he had no power to assist us, but impressed upon us the necessity of having the Port Townsend case appealed and fighting the matter out in the courts. He seemed more interested in telling stories on other subjects than listening to our complaints, but intimated that, pending the decision of the case by the court, if any rumors should come to him that any collectors were not enforcing the decision of the board of appraisers, he would not trouble to investigate."

Mr. Willey suggested that immediate action of some kind should be taken. W. C. Brennan declared that the authorities have gone too far. "They have tampered with tariff," he said. "I have always understood the tariff to be for protection, but I am sure salt water does not need any protection."

Mr. Willey will go to New York today to attend a meeting of the trade.

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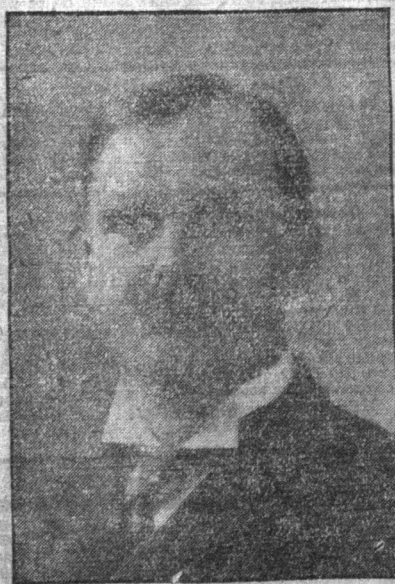
CANADIAN RECIPROCITY.

Mr. Foss Claims It Would Benefit Fishing Industry.

ADVOCATES FISHING BOUNTY.

Cites Business Changes Which Might Be Advantageous.

Hon. Eugene N. Foss of Boston, the avowed apostle of reciprocity with Canada, came to this city last evening, and delivered an address on his pet theory at Malta hall. Prior to the



EUGENE N. FOSS.

meeting, Mr. Foss, his private secretary, and Charles Sutherland of the Seamen's Union paraded through Main street in an open ba-

CANADIAN RECIPROCITY.

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ronche, preceded by Glover's Cadet Band. Their line of procession was marked by a brilliant display of red fire.

Arriving at the hall, Mr. Foss was pleased to find a good-sized audience, which rapidly increased in numbers until every seat was taken and many people were standing in the aisles and the space at the rear.

In the audience were noticed many prominent citizens and merchants who at the close were presented to Mr. Foss, and had a few minutes chat with him. At the rear of the speaker's stand and on the wall were pictures of President Roosevelt, the late President McKinley, James G. Blaine and the speaker. Abstracts from speeches of those men were also displayed as follows:

"Reciprocity is the life of trade."—James G. Blaine.

"Reciprocity rather than revision."—Theodore Roosevelt, message to congress.

"Reciprocity treaties are in harmony with the spirit of the times."—President McKinley in his speech at Buffalo.

Mr. Charles Southerland called the meeting to order, and said it was his privilege and honor to introduce a gentleman who had made a study of the subject, and would interest the audience in regard to this question in which every one was interested.

Mr. Foss was listened to with courteous attention, and was given hearty applause when he assumed the platform and at the conclusion of his remarks. He spoke in part as follows:

Mr. Chairman and Citizens of Gloucester:

I thank you for the hearing you are to give me this evening. I have been told that my presence and my ideas would be coldly received in the home of the great fish industry. Be that as it may, I wanted to come and I sought this opportunity that I might meet you and assure you that I am the last man in the world to raise a hand, much less strike a blow, against your great industry; an industry which makes true men; which contributes more to the virility of our people than perhaps any other.

I appreciate something of what your calling has done for the character not only of this city but of the commonwealth.

I also recognize and pay tribute, as every true citizen must, to the great contribution in men and valor which Gloucester has made to our navy in times of the country's greatest need. All honor is due to the loyalty and patriotism of your fishermen.

In this connection, I may refer to reflections made by some on what they term the "foreign" origin and even residence of so many of our fishermen. I have no sympathy with that sort of thing. Most of these "foreigners" are practically our own people, children of a country and flag so closely allied as almost to be one. We all feel, I think, that in case of real danger they would be with us body and soul.

I am an employer of labor, a manufacturer of twenty years' standing in this state, and it is through my experience as such that I have been led to present this issue to the people.

You have only to glance at the map and note the relative position of Massachusetts and New England to appreciate that we are at a disadvantage with reference to the rest of the country.

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We are not an agricultural section; we are wholly dependent upon our industries and commerce for support. That these should be successful, we must have our raw materials at as low a price as in any other section of the country.

We mine no iron or coal. We raise no cotton or wool or hides. Our forests have been denuded, our fishing grounds restricted and depleted and all we have left is a brave and skillful people. All we ask is that they shall have the same fair chance which is accorded to other sections of our country.

We must have the raw materials of Canada—her coal, her hides, her wool and her fish. We must have these raw materials for our industries, to keep our factories running and our people employed. In turn we can supply Canada with our manufactured products.

Now let us look at your city of Gloucester and her great staple industry. What have been their history the past ten or twenty years. Gloucester is calculated, above and beyond any other place in America, to be the depot and headquarters of one of the great staple necessities of life. She ought to rival in wealth, in population, such great special centers as Minneapolis, Cleveland and Pittsburg.

Why not? You have the right stuff in you. You have practically monopolized the great cured fish branch of the business. That shows what can be done in this direction. The trouble is that the business, in its unprogressive surroundings and methods, in spite of your ability, is dragging along year after year without progress worthy of the name.

I understand that no great fortunes have been made in Gloucester from this fish industry. Comparatively little money is being made at the present time. Surely it is nothing like what should be made from your resources, considering the hazard and risk; nothing at all to be compared with the profits attained in other lines of business in other parts of the country.

In fact, Gloucester has not done nearly as well as other cities right here in Massachusetts, such, for instance, as have absorbed to themselves the great industry of the shoe trade. You have doubtless observed how these places have grown relatively to Gloucester.

Gloucester increased in population from 1890 to 1900, ten years, from 24,651 to 26,121, only 1470 persons. This indicates in a large degree that your industry is standing still; and I understand that this small gain of only 6 per cent. in population has come from other sources than the fisheries.

Haverhill, with a population of 27,412 ten years ago, gained 9763 or 35 per cent. Brockton, now a city of 40,052, gained 12,769 in the decade or 47 per cent. Lynn made an almost exactly equal gain in numbers (12,786), or from 55,727 to 68,513, over 20 per cent.

These places have absorbed, in part, the boot and shoe trade, but they have acquired no such control over it as you have over the fishing industry. Why should Lowell, Lawrence, Springfield and Worcester increase so tremendously because of their facilities, while you are standing still? I might go on making comparisons, but I will not.

Now as to the growth of the fishing industry. Let me quote from a recent article in the Boston press. The value of the Gloucester

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catch in 1903 was \$4,060,531, the total quantity 124,568,865 pounds. That is to say, in fifty years, during which Gloucester has held the primacy, a part of the time a monopoly, in the largest branch of the business their total product, adding fish manufactures, reached the insignificant sum of about \$6,000,000. Twenty-three years ago the catch amounted to 92,600,000 pounds, and its value \$2,800,000. The value of the increase in the catch in nearly a quarter of a century has been the comparatively trifling sum of a little more than a million and a quarter of dollars.

Compare this with the increase in the shoe product of Brockton for the past ten years—from \$16,171,000 to \$19,844,000. The value of the shoe product of Brockton in 1903 exceeded \$26,000,000.

Now considering that Gloucester in the past generation has absorbed the fishing business of Marblehead, Newburyport and some other famous fishing towns, these figures are striking.

They are convincing, to a business man, that something must be wrong with an industry which has a practically unlimited market, for it is conceded that Gloucester is the barometer of the fisheries of this coast.

To my mind, something is needed to revive this industry. If it isn't reciprocity with Canada, perhaps the junior senator from Massachusetts or the congressman from this district can tell what it is.

The facts are that both the supply of and the demand for fish, under favorable conditions, are unlimited. You are in a position to maintain and control the largest and best branches of this business.

Now as to supply, the best opinion seems to be that the fishing grounds of New England and the Provinces, taken together, are as productive as ever. There may be some exceptions to this statement, but even with these there is a prospect of restoration, by scientific means.

The mackerel, for example, are a traveling fish, and we must have the right to follow them, if we are to have steady success in the mackerel fishery. We must have the privilege of following the fish or of procuring bait not only in the open seas, but in the territorial waters of Canada and Newfoundland. No one would think of starting a manufacturing plant if the raw material—iron, steel, cotton or hides—were obtainable only at doubtful intervals.

The fundamental point I wish to insist upon is this: We must have, in order to insure the permanent supply which is the very backbone of the business, full and free access to the coasts of British North America. These grounds, nearly 6000 miles in extent, not to mention Hudson's Bay, are perhaps the most extensive and valuable in the world; certainly of the Atlantic ocean. These waters are controlled largely by our neighbors, and we must frankly recognize the fact.

Another point is this matter of supply and its maintenance. You may know that an effort is being made to introduce the European steam trawl net on our coast. We know by report what that is. In Great Britain in the last 25 years they have built up a great fleet of steam steel fishermen. There are 400 sail of these now owned in one port, Grimsby, and they are said to be all successful and profitable. Most of these steel steamers are engaged in net trawling, which, as you know, is done by means of gigantic purse nets called "otter-trawls." These are 90 feet long and, I believe, 40 feet or so deep, and are calculated to sweep the bottom of the sea for all varieties of ground fish. They harrow the water with those tremendous instruments from the coast of Spain to the coast of Iceland.

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There seems to be much difference of opinion as to whether this system is practicable on our American grounds. If these great engines can be used they must prove terribly, perhaps completely, destructive of the fish.

Now, a gentleman informs me that even so eminent an authority as the chairman of the Massachusetts fish commission thinks this system practicable and is encouraging its introduction. This causes some surprise. Captain Collins, as is well known, has himself been fighting against similar destructive methods in home waters for many years and his final victory, which does him the highest credit, is resulting in the restoration of domestic fisheries of the greatest value.

Why, it has been said to me within a few days, that instead of maintaining a hostile attitude toward our maritime neighbors, perhaps we ought at this moment induce them to join us in prohibiting by international law such suicidal methods as this. So much on the general question of supply.

Let me ask you if your whole Gloucester fleet would be sufficient to supply even a fraction of our 80,000,000 of people, provided the trade were developed; to say nothing of an export. It appears to me that this industry is in the same crude state that the packing business was a few years ago. We know in what varieties the modern packers serve their meats and how extensive the business is. Why isn't the same thing possible in the fish business, provided the supply is ample and regular?

I see great possibilities in the development of this business, but the first cost of landing the fish and the time lost by present methods are so great that such expansion is impossible until methods are changed.

Now it is our duty to glance at the dangers which threaten our Eastern fisheries. Strangely enough, some persons believe that the most menacing of these is the Pacific coast. We already realize what this means in some lines, but are we alive to its possibilities in other lines?

It is evident that those northwestern seas teem with edible fish. These may be easily and cheaply procured in enormous quantities for the markets of the world. All this and will be more and more competitive with our own product. Their canned salmon, for instance, is found in every grocery through the country.

By their comparatively advanced methods, great and increased quantities are produced at a cost far below that of either American or Canadian goods. They can start from Seattle with one of these steel steamers and make a catch of halibut of several hundred thousand pounds, return to port, pack and ship and have the product delivered by refrigerator cars over 3000 or 4000 miles of railroad in any eastern city—Boston—yes, in your own city of Gloucester, in less time than the average halibut trip can be made from this port. This catch can be made and is sold for less money in Boston than the Boston catch.

We know what this means to our formerly great halibut fishery; but that is not the worst of it. It is now being conceded that those Pacific grounds can afford equally immense quantities of marketable substitutes for cod and other such fish.

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They are our countrymen, these Pacific coast fishermen. It is not only their privilege but their duty to develop those great gifts for their own benefit. It is amusing, nevertheless, to see people who are possessed with terror over Canadian competition apparently rejoicing over the prospect of this competition, which is certain to be 10 times as trying, from the Pacific coast.

Directly and indirectly we here in New England derive 10 times the benefit from our Canadian neighbors. We can obtain (or retain) invaluable privileges from them; we can enjoy with them an invaluable trade. I have no doubt whatever that reciprocity will so benefit Canada as well as ourselves that in a few years we shall sell and ship as much fish products as they sell to us. Yes, just as we have been doing in farm products, about which there is such an outcry against Canadian competition; for you must know that we sell Canada three times the farm products she sells us.

We cannot and would not restrict the development of these Pacific coast fisheries; but we can meet their competition fairly by joining together all our Atlantic coast resources and interests, from Hudson's Bay to Cape Hatteras, and adopting new and effective methods of production and distribution. We must rise above narrow prejudices and jealousies, above "standpatism" and adopt a generous, brave and progressive policy.

The second great danger which threatens us is of a withdrawal of the "modus vivendi." This is a delicate, a controversial subject; not one to be dogmatic about. You know better than I do the value of these privileges; but I am safe in saying that we strongly desire not only to retain, but greatly extend them. We want to abrogate this old "modus vivendi" as much as our neighbors are said to do, but for a totally different purpose.

We want to supersede it with a reciprocity treaty, which will practically bind together that vast domain and all its privileges with New England. We want access to their absolutely necessary bait fisheries, to their invaluable inshore fisheries, to the freedom of their ports for transshipment and other necessary purposes. We ought to be and will be glad to obtain these great advantages in return for whatever we can or are likely to offer. We must join them with us in systematic methods of production and distribution, in order to hold and build up the business. We need their product to insure the regular supply of our markets. I say there is danger, unless we obtain reciprocity, not only that we shall not gain these great advantages but shall lose what we now enjoy, to our great damage.

I do not wish to seem an alarmist, but the prospect undoubtedly is that these feelings will result in positive action against us all along the line. You have heard about the action taken the other day in the Newfoundland legislature.

You realize better than I what undesirable complications, altogether outside of the loss and damage, the abrogation of the "modus vivendi" is likely to cause. It will greatly increase the present strong temptation to evade or break the laws and rights of this neighboring country.

There is too little plain truth and too much soft soap ladled out in the discussion of this fishery question. I speak what I know and what you must know as well, because I am your friend not because I am the friend of the Canadians. If I were over there talking to them it would be my duty to point out some flaws in their armor. I understand there are enough of them, but that is not my concern here, it seems to me.

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One other danger to this Gloucester industry I will suggest. This is to the supply of our skill and labor; the officers and crews we have to depend upon. As is well known, the majority of our crews has been drawn from the Provinces. Now if their fisheries over there continue as prosperous as they now are, they are very likely to hold or withdraw this necessary element from us.

The fishing industry of the Dominion of Canada increased in value four millions of dollars last year, which was a very large per cent. for a single year. In Newfoundland they have done, notwithstanding the failure of bait and consequently of fish, for the main season, the largest and most prosperous business in their history, amounting to over \$10,000,000 for the year. They are building up a great and profitable export trade and claim that the prospect is unlimited in this line. In any other line of industry, a business man placed as you are would appreciate how the trade is going and seek consolidation as the only means of protection.

The present great profits of the Pacific coast fisheries also will draw upon our supply of skill and labor. I am told that good hands make as much as \$2000 to \$2500 a year in that fishery. There is likely to be something of a rush there on this account, as facilities increase.

I am indebted for many ideas and suggestions to a gentleman who in a quiet way has been investigating the subject, especially in its international relations, for many years. I propose introducing to you tonight a project he has developed which may, it seems to me, greatly improve existing methods. It has received the warm approval of some recognized experts. It is based principally and fundamentally on the closest and most stable relations with the British Provinces; all that is involved in "reciprocity" as now understood, and perhaps more.

All these considerations bring me to a few practical suggestions, which, as a business man, I ask you to examine fairly. The first of these is what may be called the "outport" system.

Transportation plays such an important part in the fishing business that it must be regarded as vital to the success of the industry. The transportation methods employed today from our fishing ports would not be tolerated in any other industry. This is a great defect in the industry as it is now carried on.

It is undeniable that while in almost every other industry we are either in the front rank or far in advance of other nations, we are not in fishing. This especially holds with regard to this question of the mixture of transportation with production. The great risk and expense attending that principal branch of the fish business which is largely monopolized by the city of Gloucester consists in the voyage to and from the grounds rather than in the actual procuring of the fish.

Our contemporaries abroad have succeeded, in recent years, in largely eliminating this unprofitable feature. It is, we believe, practical for us also to eliminate it, to the great benefit and perhaps to the entire salvation of the industry. In order to do this, however, we must have with the countries which control

the coasts and the ports to the east and north of us, the most intimate and satisfactory relations. In fact, this will give us the advantage we seek. These advantages will be ample for both parties, and can no doubt be arranged if we are sufficiently alive to our own interests and considerate of theirs.

As I have said, we call this the "outport system." I understand it has been successfully pursued in times past, from the ports in England or on the continent. By it, in brief, American vessels and crews could engage in both the off-shore and inshore fisheries from convenient ports in the Provinces, such as St. John's, Sydney, or Halifax, making these ports their headquarters and bases for both discharge and supply during the season. From these outports swift steamers, with refrigerating and other up-to-date appliances, could bring the product to this great distributing and manufacturing port of Gloucester, with great economy and success.

I shall only mention one or two points, such as the option of bringing most of the product here in its fresh state, so as to take advantage of either side of the market. This alone would render Gloucester a great distributing point in the fresh fish trade.

Boston's supremacy in this respect, it seems to be, depends largely on its home market, which should be but a comparatively small, after all, under conditions of a greatly increased supply. To speak of my impressions as a practical man, I should say off-hand that you ought to have spur tracks from the railroad connecting with your principal warehouses and wharves here; and that all such appliances as refrigerator cars and the like, which are used in other industrial lines, should be at your disposal, so as to greatly widen your market, especially for fresh fish.

Another special point appears to be that Gloucester under reciprocity, upon which this plan is based, could become very much of a trading and exporting city.

We are already building up a large trade in the Provinces in heavy machinery and many other such things which might afford, together with the flour and provisions of the West, a very profitable return freight for these boats.

The fleet you now have can still be utilized very well under this plan. Of course, as the business increases, a different kind of craft may be found more profitable. Some one suggests that auxiliary screw craft would be the ideal in this outport plan, requiring only a very small amount of coal and much lighter machinery than is practicable for those of the long voyages.

Why not come out and accept this harbinger of a better day; adopt this policy of progress? Under your present advantages, offset as they are by great disadvantages, your enterprise and skill have enabled you to hold your own; to acquire control, almost monopoly of a basic plan unequalled in this country. Why not build upon this in a manner worthy of yourselves and your opportunities?

Such methods as I have outlined, resulting as they will in the removal of impending international complications and completely reforming present methods, will, in my opinion, command and attract the necessary capital which would not otherwise come here for your benefit. I have already intimated that my confidence in such new conditions is sufficient to indicate a personal, financial interest on my part.

In case it is found that any important American fishery interest must suffer somewhat under reciprocity with Canada and Newfoundland or other changes which are desirable for the benefit of the people at large, why is it not feasible to compensate and protect such interest by resorting to the time-honored method of bounties?

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In view of the fact that competing nations, including Canada, grant such bounties as a settled policy and probably would not discontinue them in any event, why would not our resort to them be entirely justifiable if expedient?

Now, with regard to the bounty. It should be so arranged as to protect both man and owner from disastrous trips. It should go to citizens of this country only, who are engaged in the fisheries either as owners or men; and they should be subject to the call of government in case of war. In this way we will get a real nursery of the navy and not one which can be open to criticism; for it is a well recognized fact that a large per cent., if not the majority, of the fishermen today sailing from this port are not American citizens.

Now, suppose that a bounty of \$150 a year were granted to such men as became American citizens and placed themselves subject to the call of the government in case of emergency, and also a bounty of \$1.50 a ton, which is like the Canadian bounty. This would make the bounty on the tonnage of the two countries equal.

After careful consideration, and notwithstanding that much can be said against the bounty system, I think, in view of the fact that other governments, notably the Canadian, have adopted a bounty system, that we would be fully justified in adopting it. I am not sure but it would be the best possible solution of a difficult feature of our problem.

In conclusion let me say that in my judgment Canadian reciprocity will do more for Massachusetts and her industries and commerce than any one thing or number of things which I can enumerate; and what is true of every other industry is especially true of the fish industry.

Have I not demonstrated that there is nothing to be lost worth mentioning and everything to be gained, even for you and your interests, here in Gloucester, from Canadian reciprocity?

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DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Eglantine, LaHave Bank, 51,000 lbs. fresh fish.

Today's Fish Market.

Salt fish from vessels: Large handline Georges cod, \$4.75 per cwt.; medium do., \$4.00.

Large trawl Georges cod, \$5.00; medium do., \$4.00.

Large trawl Bank cod, \$4.50; medium do., \$4.00.

Fresh fish, splitting prices, large cod, Peak \$2.50; medium cod, Peak, \$2.00; haddock, (right through), \$1.25; pollock, 70; cusk, \$2; hake, \$1.10.

Fresh fish for market: Large cod, \$3.00; market cod, \$2.25; haddock, (right through) \$1.75.

Bank halibut, 8 3-4 cts. per lb. for white and 7 cts. per lb. for gray.

Georges halibut, 12 cts. per lb. for white and 9 cts per lb. for gray.

Newfoundland frozen herring, \$3.50 per cwt.

Shore and refrigerator herring, \$3 to \$3.50 per cwt.

Boston.

Sch. Seconnet, 4000 haddock.

Sch. Veda M. Brigham, 9000 haddock.

Sch. Frank Munroe, 9000 haddock, 1800 cod.

Sch. Carrie F. Roberts, 1500 cod.

Sch. Ignatius Enos, 1300 cod.

Sch. Magnolia, 4000 cod.

Haddock, \$3 to \$3.25; large cod, \$3.50; market cod, \$2.75 to \$3; hake, \$1.50 to \$3; cusk, \$1.75.

Portland.

Schs. Bernie and Bessie and John A. Allen and skip Uncle Sam were at Portland on Wednesday.

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MR. FOSS ON THE FISHERIES.

The Douglass was certainly bearded in his hall last evening, when Mr. Eugene N. Foss of Boston, came to Gloucester and advanced to an audience which crowded Malta Hall to the utmost, his views on the matter of Canadian reciprocity. Not only this did this close student of this serious question touch upon, but he even showed why and how he believed that reciprocity would be a direct benefit to the fishing interest of Gloucester. In the audience which listened to Mr. Foss' speech were many of the leading fish dealers and vessel owners of the city and he was listened to with the closest and most respectful attention.

It would be misleading to Mr. Foss and the great general public to give the impression that his ideas were received with any degree of favor, and it must also be said that the earnestness with which he presented his views left considerable subject matter for after-thought. It was a new and somewhat more pleasing address than reciprocity advocates generally have used. The principal points of most of these speeches in the past have been the villification of Gloucester, her fisheries and her fishermen. Last evening Mr. Foss did not resort to such methods to show the aims and objects of reciprocity, but from the standpoint of a student and manufacturer sought to show why he believes so strongly in reciprocal relations with Canada.

It is not patting Mr. Foss on the back to say that among the fish dealers who listened to his remarks, there were many who coincided with him in some of his statements, but at the same time none could be found who could, from the arguments he presented, see how the fishing interest was to be benefited by Canadian reciprocity or how some of the rather visionary or Utopian plans for the advancement of the industry could be made practical or of real and lasting value.

There is no question as to Mr. Foss' sincerity. He believes in Canadian reciprocity and believes in it thoroughly. It seems, from his remarks, that he believes it would benefit the fishing interest, and right here he makes the same mistake that other reciprocity advocates have made since the question was first agitated; he simply is evidently not sufficiently well enough posted on all the many sides of the great fishing industry to bring forth an argument that will show those who have spent their lives in the business that Canadian reciprocity is the rejuvenating medicine it needs or that it would be a benefit instead of a decided detriment.

To quote the remark of one of the leading vessel owners of the port, "Mr. Foss is evidently sincere and very much in earnest in the matter, but his remarks, as far forth as they referred to the fishing interest, showed that he has not been in close enough touch with its methods and needs, to gain a sufficient knowledge of it. If he had, we do not believe that he would wonder that the fishing interest is so strongly opposed to Canadian reciprocity."

It has been suggested, and the suggestion is a good one, that as Mr. Foss has shown a desire to become better acquainted with the fishing industry, he be invited to visit this city, inspect the methods of the business, and in the evening meet at the Board of Trade rooms, the members, or a committee from the board, and discuss the matter informally, and try to

show him, wherein Canadian reciprocity, as at present proposed, could only result in loss to and operate to the great disadvantage of the fishing industry, not only of Gloucester, but of the whole Atlantic seaboard.

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DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Edward A. Perkins, Georges, 15,100 lbs. cod, 2000 lbs. halibut.

Sch. Cecil H. Low, Georges, 25,000 lbs. cod.

Sch. Slade Gorton, Brown's Bank, 80,000 lbs. haddock, 20,000 lbs. fresh cod.

Sch. Colonial, via Boston, 35,000 lbs. fresh cod, 15,000 lbs. haddock.

Sch. Helen B. Thomas, shore.

Sch. Almeida, shore.

Sch. Evelyn L. Smith, shore.

Sch. Mary Edith, shore.

Today's Fish Market.

Salt fish from vessels: Large handline Georges cod, \$4.75 per cwt.; medium do., \$4.00.

Large trawl Georges cod, \$4.62 1-2; medium do., \$4.00.

Large trawl Bank cod, \$4.50; medium do., \$4.00.

Bank halibut, 8 3-4 cts. per lb. for white and 7 cts. per lb. for gray.

Georges halibut, 8 3-4 cts. per lb. for white and 7 cts per lb. for gray.

Fresh fish, splitting prices, large cod, Peak, \$2.37, others, \$2.50; mediums, Peak \$2, others, \$2; haddock, \$1.25, hake \$1.10, cusk, \$1.75 pollock 70 cents.

Vessels Sailed.

Sch. Titania, south seining.

Boston.

Sch. Sadie M. Nunan, 8000 haddock, 700 cod.

Sch. John M. Keen, 6000 haddock, 2000 cod.

Sch. Stranger, 2800 haddock, 1200 cod.

Sch. Moocnam, 60,000 haddock, 14,000 cod.

Sch. Flora S. Nickerson, 4500 haddock, 2000 cod.

Sch. Thalia, 9000 cod, 10,000 halibut.

Sch. Colonial, 50,000 haddock, 35,000 cod.

Sch. Mary P. Mosquita, 70,000 haddock, 20,000 cod.

Sch. Ellen F. Gleason, 40,000 haddock, 10,000 cod.

Haddock \$1.50 to \$2.50, large cod \$2.50 to \$2.85, market \$2 to \$2.50.

Provincetown Fishing Notes.

Preparations are being made by the local netting fleet for the southern mackerel fishery.

Sch. Gov. Russell met with quite an accident Saturday last in attempting to make Railroad wharf. Owing to the thick prevailing fog, the pier could not be discovered in season for the vessel to luff, and she struck the wharf, where she hung hard and fast by her bowsprit. An ebbing tide made it necessary to cutaway her bowsprit in order to free the vessel.

Steamer A. B. Nickerson has gone to Gloucester, where she will haul out on the railways for painting and repairs.

Sch. Gov. Russell stocked \$1410 on her trip of fresh fish landed at Gloucester last week.

The Eastern Weir Co.'s trap secured 21 bbls. sand eels Monday. Part of the catch was disposed of to the haddockers at \$5 per bbl.

Sch. Isaac Collins will engage in fresh fishing under command of Capt. George Brier.